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PUBLIC INFORMATIONAL MEETING MINUTES**Project: Durham-Newmarket, STP-TE-X-5133(009), 13080**

Rizzo: #8887

NH 108, Adding Bicycle Shoulders, 3.4 miles

Date and Time:	March 23 & 24, 2004		
Location:	March 23: Durham Town Office March 24: Newmarket Town Hall		
Originated By:	Ed Gardiner	Recorded By:	Ed Gardiner
Signed:	Ed Gardiner and John Butler		
Date Prepared:	April 6, 2004		
Participants:			
Name	Organization	Number	
Chris Waszczuk	NHDOT	(603) 271-6675	
Kevin Nyhan	NHDOT	(603) 271-1553	
Jon MacDonald	Rizzo Associates, Inc.	(603) 641-5006	
Ed Gardiner	Rizzo Associates, Inc.	(603) 641-5006	
John Butler	NHDOT	(603) 271-7420	
Stephen Haas	Rizzo Associates, Inc.	(603) 641-5006	
See Attached sign-in sheets			

Summary

Chris Waszczuk opened the meeting, introducing the project team and providing a discussion of the following items:

-Public Participation Process

Public Informational Scoping meeting was held on 11/19/02, Public Informational Meetings are being held in Durham and Newmarket, Public Hearing will likely be in Fall 2004.

-Scoping Meeting Comments

Key issues identified at the scoping meeting included concern relative to impacts to stone walls, magnitude of the project, consideration for Wildcat bus stops, preservation of rural character, and minimizing environmental impacts.

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-Project Limits

The project limits begin just south of Bay Road in Newmarket and extend approximately 3.4 miles northerly to match into the southern approach of the Oyster River Bridge in Durham.

-Project Background and Need

Project originated as a Department sponsored TE project in 1998. Route 108 is a critical link in the Seacoast MPO bike network, and heavily used by the UNH bike community. The existing roadway is narrow and inadequate for bicycle use with 24 feet of pavement and no shoulders. The ADT ranges from 10000 to 13000 vpd (in 2002) along the corridor. That is projected to increase to between 16000 and 20000 vpd in 2025. A number of geometric deficiencies exist along the corridor, primarily at intersections. Accident data for the project area shows that 140 accidents have been recorded during a six year period from January 1996 to December 2001.

Jon MacDonald presented the detailed project elements including:

-Existing Conditions and Deficiencies

For most of the corridor the roadway has a pavement width of 24 feet with little or no shoulder and no accommodation for bicycles. The roadway also has some substandard superelevation on the horizontal curves and substandard vertical curves for the posted speed limit.

Intersection sight distance was found to be substandard at seven intersections along the corridor. The intersections include Dame Road, Simons Lane (both ends), Stage Coach Road, Longmarsh Road, Laurel Lane (north end) and Durham Point Road.

Additional deficiencies at Durham Point Road include the Y configuration, left turns that meet the warrant for a turn lane in 2002, the narrow width of the south leg and the 10% approach grade on the south leg.

Deficiencies at the Bennett/Longmarsh intersections include a substandard approach angle and grade on Bennett Road and left turns into Longmarsh Road that are close to meeting a warrant for a left turn lane in 2002.

Stagecoach Road has substandard sight distance to the south and also meets the warrants for a left turn lane with 2002 traffic numbers.

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-Accident History

- 140 accidents over six years (1996 through 2001)
- 10 intersection related accidents at Durham Point Road (7 involved southbound left turns)
- 10 intersection related accidents at Bennett/Longmarsh

-Alternatives Development and Evaluation

The existing roadway largely consists of two 12 foot lanes with no shoulders. The typical cross section for this type of road (according to AASHTO), which is considered a rural collector, would normally be two 12 foot lanes with 8 foot shoulders and a substantial clear zone adjacent to the roadway. This zone would be clear of hazards to allow vehicles to recover in the event that they leave the roadway. In consideration of the need to limit impacts, the proposed roadway will provide two 11 or 12 foot lanes with 4 or 5 foot shoulders and a reduced clear zone. This will provide the intended bicycle accommodation without altering the character of the roadway dramatically.

-Issues and Constraints

There are several issues and constraints along the corridor that have been taken into account in developing the concept plans. The existing curb and sidewalk in Newmarket were held as controls in developing the plans. In addition, within the Historic District, driveways and proximity of property features to the roadway were taken into account in the Newmarket area.

In the center portion of the corridor the existing Longmarsh (Hamel) Brook Bridge was held as a control, and an effort was made to minimize impact to the wetlands without creating the need for excessive amounts of guardrail. The issue of flooding was reviewed and due to the infrequency of the flooding, potential increased impacts and major study required to address the issue, the current plan does not propose to correct the problem.

In the Durham Historical District at the north end of the project, the existing stone walls, historic structures, driveways and sidewalks were all considered as the concept was developed.

-Proposed Improvement Plan

The details of the proposed improvement plan were described as follows:

Lamprey River Bridge to Dame Road

Improvement in this area will consist of overlay and re-striping of the existing roadway with sidewalk being added on the east side of Route 108 between Bay Road and Sanborn Road and from the Getty Station to Dame Road. All of this work will take place within the existing ROW with the exception of some slope and driveway work near Dame Road.

Dame Road to Simons Lane South

Starting at Dame Road the proposed improvement changes from an overlay to a proposed reclamation of the existing road surface with the addition of shoulder,

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curb and sidewalk on both sides of the road. This more substantial improvement results in an increase in impacts due to slope work and driveway modifications. Some of these impacts are outside of the existing ROW, necessitating easements from the individual properties affected.

Simons Lane South to Stagecoach Road

At the south intersection with Simons Lane at the town line between Durham and Newmarket, the proposed improvement transitions to an uncurbed section without a sidewalk. The proposed work would basically involve reclamation of the existing pavement with the addition of 4 foot shoulders. The amount of slope work required for the road widening does extend outside the ROW in several locations. This will require slope easements from the property owners for construction. Just south of Simons Lane the speed limit changes from 30 to 45, where the proposed improvement transitions from 11 foot lanes with 4 foot shoulder to 12 foot lanes with 4 foot shoulders.

At the intersection with Stagecoach Road two concepts have been developed to accommodate the left turn movements at that location. The one shown on the plan is a full left turn lane designed with room for deceleration and queuing of left turning vehicles. This alternative maintains a 4 foot bike shoulder through the whole area. The other concept uses a wider 10 foot shoulder to allow through traffic to pass left turning vehicles by using the paved shoulder area. The shoulder bypass concept has reduced impacts on the west side of the road, however bicyclists using the shoulder area would need to share this space with the bypassing motor vehicle traffic.

Stagecoach to Bennett

Once past Stagecoach Road the proposed improvement remains as a reclamation of the existing road with widening for shoulders maintaining 12 foot lanes and 4 foot shoulders. Steepened slopes were utilized without the benefit of guardrail in an attempt to maintain the character of the road and reduce the impacts to wetlands, trees, and other features. In some areas, impacts to trees are unavoidable, such as the area where three large well established trees in close proximity to the edge of the existing pavement will need to be removed by the addition of the four foot shoulders.

This area is also very sensitive in terms of the floodplain impacts and wetlands. The roadway in this area has a history of infrequent flooding. During these events, in consultation with the District 6 Office, it does not appear that the flooding has any damage to the road. In order to minimize impacts and not change the floodplain dynamics of the two adjacent watersheds, the proposed design maintains the existing profile to the extent possible and does not propose to resolve the flooding problem.

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Just before Bennett Road the speed limit drops from 45 to 35 and the proposed improvement transitions from 12 foot lanes to 11 foot lanes with 4 foot shoulders.

At the intersection with Bennett Road, three concepts have been developed to resolve the existing problems with the approach grade and skew angle on Bennett Road. The concept shown on the plan appears to be the one that corrects the deficiencies with the least impact. This concept avoids the large hump in Bennett Road and results in a better approach angle by bringing the intersection farther south on Route 108. Another concept showed Bennett Road further to the south, but this alternative did not appear to offer any advantages over the first alternative. The third concept looked at minor modification to the existing intersection. This concept does have minor impacts as compared to the others but results in little benefit over the existing condition in terms of the approach grade and angle.

To accommodate left turns into Longmarsh Road and to some extent the right turns onto Bennett Road, the concepts show a 10 foot wide southbound shoulder through this area. The left turns into Longmarsh do not warrant a full left turn lane at present but the warrant will be marginally met in the future.

Just north of Longmarsh Road the alignment has been shifted slightly to reduce impacts to a house in close proximity to the road. The edge of pavement on the east side is proposed to be maintained with all of the widening in this location shifted to the west side. Large cut slopes into the existing steep treed embankment on the Westside are the result of the shift.

At Longmarsh Brook, the concept matches into the existing bridge both horizontally and vertically. The existing bridge is in good condition and has enough width to accommodate the proposed design.

Just north of the bridge on the west side, the concept shows an area that appears to be a good location for a storm water treatment area, likely consisting of a treatment swale. An important part of minimizing impacts to the environment is the treatment of as much of the storm water runoff as possible. This area would require the acquisition of a permanent easement.

Laurel Lane South to Durham Point Road

At Laurel Lane South, some work on Laurel Lane approaching NH 108 would be necessary to create a suitable platform for cars exiting Laurel Lane.

From Laurel Lane north to Durham Point Road, granite curbing with a grass panel and back curb is proposed in several locations to reduce impacts (i.e. between the Laurel Lane intersections, granite curbing is proposed along the west side of NH

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108 to keep most of the impacts within the existing ROW). On the opposite side of NH 108, impacts were kept to a minimum by not using curb but rather sloping down to the existing. From the North intersection with Laurel Lane to Durham Point Road, back curb is proposed to lessen the impacts on the east side and not the west. This limits impacts in front of the historic houses along the east side to stay within the existing ROW.

At Durham Point Road three concepts were developed. The first concept provides a full left turn lane for the vehicles on NH 108. In addition, the south leg of the triangle is proposed to be one-way eastbound with provisions for full access to the 2 driveways off that section of road. To accommodate the left turning vehicles from Durham Point Road that will now be required to use the north leg of the intersection, the corner of Durham Point Road is proposed to be reconfigured to align the intersection at a better angle. A new sidewalk is proposed along Durham Point Road to connect the existing sidewalk on Durham Point Road with the sidewalk on NH 108 to the north.

The second concept keeps the improvements on the east side of NH 108 the same as the first concept. However, instead of providing a full left turn lane, an 8 foot bypass shoulder is shown. This shoulder would provide room for southbound vehicles to pass vehicles waiting to make left turns. The impacts along the west side of NH 108 have been reduced as compared to the first concept, but the tradeoff is that conflicts that could arise between moving bypassing traffic and bicycles in the shoulder area.

The third concept also keeps the improvements on the east side of NH 108 the same, but provides only a four foot shoulder through this area. The impacts are less on the west side. It was noted that given the future growth of traffic, the number of cars queued behind left-turning vehicles could result in more vehicles making unsafe maneuvers.

North of Durham Point Road the project matches into the southern end of the previously constructed Oyster River Bridge Project.

Kevin Nyhan presented the key environmental and cultural issues including:

-Natural Resource Considerations

There is approximately one acre of impact to wetlands as a result of the proposed improvements. Mitigation will be proposed, which could include removal of invasive species along the corridor, preservation of nearby habitats and/or protection of Blandings Turtles.

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Historic resources include the districts in Durham and Newmarket as well as individual properties along the corridor. There is the potential for an additional district in the area of Bennett Road. The next steps relative to the cultural resource investigations are to finalize the archaeology and the architectural history of individual properties.

-Consulting Parties to Section 106

For all projects with federal involvement and pursuant to Section 106 of the National Historic Preservation Act of 1966, the Department in coordination with the Federal Highway Administration, is directed to identify cultural resources, evaluate their historic significance, assess the impact of the project on them, and minimize that impact when possible. These cultural resources can include archaeological sites, buildings, bridges, and historic districts that are generally more than fifty years old. The Department is in the process of completing the archaeological and historic surveys for the project area.

The Section 106 regulations have recently been revised to provide opportunity to owners of potentially historic properties directly affected by a project, or agencies that possess a direct interest in the historical resources within a project area, to become more involved in an advisory capacity through meetings and commentary. These parties may become Consulting Parties to the Section 106 process. Interested parties should indicate their interest in writing to the Federal Highway Administration, in care of Harry Kinter, Special Programs Manager. The address is listed below and available upon request. In the letter, the project name and number should be indicated at the top for easy reference.

Harry Kinter
Special Programs Manager
Realty Office, Federal Highways
279 Pleasant Avenue
Concord, NH 03301

Chris Waszczuk finalized the presentation with the following topics:

-Project Funding

The project is included in the State's 10-Year Transportation Improvement Program as a Federal Aid Transportation Enhancement project (envisioned to be funded with 80% Federal Funds and 20% State funds)

The total construction cost for the project is currently estimated at \$ 3.0 million dollars.

The current update of the 10-Year Plan, which is in draft form and going through Legislative Hearings, shows construction funding programmed for Fiscal Year 2009, delayed from the previous construction date of 2006.

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www.rizzo.com**-Future Public Meetings**

Should a level of consensus and support be evident for the proposed layout at these meetings, the Department will move to schedule a formal Public Hearing for the project and secure approval for the project's layout. A Hearing Commission consisting of three members appointed by the Governor & Executive Councilors will oversee the Hearing and make a determination on the project.

Should considerable modifications to the plans and/or the project become evident based on the comments at these meetings, the Department will likely schedule a second round of Informational meetings to review the revised plans prior to scheduling a Public Hearing.

Public Questions and Comments

Several comments were addressed during the questions and comments periods of both meetings. In general, the project was well received by the audiences in attendance, and in many instances commentors were interested in advancing the project more quickly than currently scheduled. The comments received are summarized below, and individual comments are included in the following section.

Summary of Comments

Project Funding Source: Several comments were received requesting clarification of the project funding source and schedule. Chris Waszczuk explained that the project will be funded with Transportation Enhancement funds and other federal funding. The project schedule is based on the current draft of the Ten-Year Plan. Should funding become available sooner, the project's construction may be started earlier than currently listed.

Lane Widths and Bicycle Shoulders: The majority of commentors were in support of the proposed bicycle shoulder improvements throughout the corridor and supported the 4-foot width. Some commentors requested a reduction to 11-foot travel lanes throughout the corridor in order to limit speed through the corridor. Mr. Waszczuk stated that this would be considered in the design process.

Bennett Road Intersection: One comment was to maintain the existing connection as it was suggested that it may be easier for bicyclists to enter Bennett Road; however, this viewpoint was not shared by other commentors.

Durham Point Road Intersection: Strong support was received regarding the Durham Point Road intersection design, including the proposed one-way segment, however mixed comments were received regarding the NH 108 treatment at the intersection. Some people spoke strongly in favor of minimizing impacts by using the 4 foot shoulders, others voiced support for the left turn lane as it provides the safest layout for bicyclists.

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Property Acquisitions: A few comments were received regarding the need for property acquisition. At a minimum, acquisitions will likely be needed at Bennett Road, Stagecoach Road, and Durham Point Road.

Speed Limit: Several commentors requested a reduction to the speed limit for the corridor. Mr. Waszczuk explained the process for setting the speed limit (i.e. engineering study required), and the desire from a safety standpoint to avoid situations where differential speeds develop due to unwarranted low-posted speed limits.

Individual Comments (from 3/23/04 meeting)

Diane Fredman (Laurel Lane) asked, what is the funding source and is it for a bike lane? The funding source includes— Transportation Enhancement Funding (ISTEA) and other funding. She supports the bike lanes, but expressed a concern about minimizing the impacts and expense to the project. She stated that the bike continuity doesn't continue through the signals at Main Street. Ms. Fredman didn't understand why the proposal changes the angle of Bennett Road. Mr. Waszczuk explained that aligning the intersection of Bennett Road at a more normal angle will help reduce the speed of turning traffic and provide a better vantage point for exiting vehicles.

Executive Councilor Griffin asked if there are any acquisitions required as part of the project. Mr. Waszczuk explained that no total property acquisitions were necessary, however some strip right of ways and easements in various areas would be required to complete the work outside the existing ROW.

Marie Polk (Historic District Commission and abuttor) stated that she did not receive the notification letter, and asked if future mail could be sent to her Post Office box. Ms. Polk asked what the deadline was for input and comment. Mr. Waszczuk explained it would be during the Public Hearing process.

Emma Rous (New Hampshire State Representative) was encouraged by the sensitivity of the design. She is in favor of the Y at Durham Point Road, and believes the 4' shoulder is enough for that location. Her desire is to have the grading area minimized.

Jack Palmer (103 Newmarket Road) would like to see the speed limit set at 35 mph throughout the corridor. Mr. Palmer stated people will find an alternate route if this is too slow for them. Chris Waszczuk explained that an engineering study sets the speed limits along a corridor. Mike Burlage (District Engineer) explained during the mid 1990's the speed limit was dropped from 50 mph to 45 mph in the middle segment of the project area. Mr. Burlage explained that vehicular speeds may not change when speed limits are lowered. He gave an example of Route 4 where there were little changes in speed when the posted speed limit was changed. Mr. Burlage explained without intensive enforcement, traffic will maintain at current speeds.

Suzanne McDonald asked if weight restrictions would change. Mr. Waszczuk told her there are no current weight restrictions on this section of NH 108.

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Cameron Wake (Seacoast Area Bicycle Routes [SABR]) stated the project is long overdue. However, he had concerns for widening impacts and resulting vehicle speeds. Mr. Wake believes it is a good project for 11 foot travel lanes. He also had a concern that the size of the project had grown, the cost substantially increased, and that the intersection and roadway work may be beyond what is needed for bicycle lanes only. Mr. Waszczuk explained that the early cost estimates developed with the TE application were low and as part of the project the Department needs to consider the roadway, drainage, and overall safety issues.

Tony Federer (Oyster River Road) stated that he is a biker and is concerned about the safety of cycling on NH 108. Mr. Federer supports the project design, sidewalk improvements at Durham Point Road and left turn lane at Durham Point. Mr. Federer would like to get the project done now.

Tom Richardson (11 Littlehole Road) expressed his support for the project and agrees with others about having the project done now. Mr. Richardson stated there is no alternate route to get around. Between 1980 and 1990 there were 3, 100-year floods in Durham, and he suggested raising the road by 2 feet in the flat area. Mr. Waszczuk explained that the proposal does not raise the grade due to issues of additional wetland impacts, maintaining watershed boundaries, and complex hydraulics.

Nancy Sandberg (Durham Point Road) was concerned about speed control, and believes narrow lanes make people more cautious. She would like to see 11' lanes used everywhere. Ms. Sandberg believes that making a left turn onto Durham Point Road is not a problem and does not support a left turn lane at Durham Point Road. She believes there is a need to slow north bound traffic at Laurel Lane, and supports a One Way of the south leg on Durham Point Road. She suggested that a separate southbound bike lane be provided at Durham Point Road to avoid vehicle and bike conflicts. Mr. Waszczuk explained that the traffic will increase in the area and longer lengths of southbound queued vehicles behind left turning vehicles will result without provisions to allow through traffic to bypass the left turning traffic.

Scott Bogle (Seacoast MPO) asked what the non-TE funding would include. What will the split be? Mr. Waszczuk explained that side road reconstruction and left turn lanes are examples of non-TE items. He suggested that the split may be on the order of \$1.0 million TE, \$2.0 million other funding.

Frank Pilar (Durham citizen) observed Durham Point Road, and observed maximum queues of 10 cars \pm , PM only. He doesn't think there is a need for a turn lane.

Andrea Broder was concerned with making southbound left turns into Great Bay Kennel at the northern project limit. Ms. Broder supports the bypass shoulder at Durham Point Road. Mr. Waszczuk said turn lanes aren't typically constructed by the Department for private driveways. Mr. Waszczuk stated that extending the bypass shoulder could be considered.

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Cynthia Copeland (SRPC) stated that she lives on Bay Road and wants to be contacted regarding natural resource mapping. Ms. Copeland expressed interest in preserving the aesthetics of the road. She also expressed concern with providing continuous bike shoulders through the Bay Road intersection and across the Lamprey River Bridge.

David Glista (Stagecoach Road) stated that he is an avid cyclist and is disappointed in the schedule. He would like to see the existing road restriped to 11 foot lanes to provide more room for bikes. Mr. Glista would like to see the 35 mph speed limit move to north of Stagecoach Road. *(Subsequent to the meeting, field measurements determined the existing lane widths in the 45 mph zone already average 11 feet.)*

Sam Pollard (Durham resident) expressed his support for the turn lane at Durham Point. He is a bicyclist and said that turning left at Durham Point is dangerous.

Kathy Cataneo (Abutter) supports lower speed limits to slow traffic down, and would like to see more frequent speed limit posting. Ms. Cataneo stated there are accidents at the curve just south of Laurel Lane (south) and questioned whether improvements to the road alignment were needed in that area. Mr. Waszczuk explained that improvements to the roadway alignment will likely result in greater impacts to the surrounding landscape. The alignment was reviewed and met the design criteria for the posted speed. The horizontal curve may have inadequate superelevation that may cause some of the problems and will be corrected.

Bill Woodward (Cyclist) expressed his support for the left turn lane at Durham Point Road.

John Kraus (Town Council) noted that he uses the existing sidewalk along NH 108 to bicycle down to Durham Point Road. It was noted by others that riding a bicycle on a sidewalk is illegal, therefore the bike shoulders are important.

Malcom Sandberg expressed his belief that the perspective view of the 4' shoulder seems inaccurately wide, and the width of pavement required for the left turn lane concept is too wide. Mr. Sandberg stated that making a left turn onto Durham Point is not difficult with possibly a 30 second maximum wait.

Individual Comments (from 3/24/04 meeting)

Nancy Winterbottom (Resident) expressed support for the project. Ms. Winterbottom asked what the interaction was with the local Conservation Commissions and Planning Agencies. Mr. Nyhan explained the environmental review process, which includes coordination with local conservation commissions.

Dennis Abbott (State Representative) stated the Newmarket water lines were old, and suggested to avoid impacts to the waterlines during construction. Mr. Abbott informed the group that

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Longmarsh Brook was actually Hamel Brook. He asked what the location of the wetland mitigation would be. Chris Waszczuk stated there are currently 2 areas of potential stormwater treatment, and the full mitigation package has yet to be determined. The Department will coordinate the water line issue with the Town of Newmarket. Dave LeGault (Resident) also mentioned the fragile water lines. Mr. LeGault asked if the road elevation (profile) would remain the same. He expressed interest in seeing the design elements minimized in the Historic District. Mr. LeGault asked if stonewalls would be rebuilt. Mr. Waszczuk stated that several inquiries regarding stonewalls have been made and that the Department would likely rebuild any impacted stonewalls as part of the project. Mr. LeGault wondered if the plans were available on the website. Mr. Waszczuk told him the plans would be posted on the Department's website shortly after the meeting.

Mike Goudreau (Resident) asked if the project would eliminate the vertical sag north of Bennett Road. Jon MacDonald stated that would impact more wetlands. Mr. Waszczuk explained a previous project had proposed more significant improvements to the section of NH 108 between the Oyster River Bridge and Bennett Road and that project was resoundingly opposed due to the magnitude of the proposed improvements.

Brian Hart expressed support for the bike path. He expressed interest for the same treatment on NH 85 in Exeter. Mr. Hart stated the Mill Pond Center was going to be put in a conservation easement and was concerned with having a drainage treatment area on that property. Mr. Hart wanted to be sure the Department coordinated the mitigation process with the Great Bay Partnership. Kevin Nyan said the Department has already contacted the Great Bay Partnership.

Dan McLeonard expressed support for the plan that was presented. Mr. McLeonard stated it was a good presentation.

Bill Arcieri (Newmarket Planning Board Chair) asked if the cost could be reduced by eliminating the proposed left turn lanes. Mr. Waszczuk said the savings would be modest. Mr. Arcieri asked when the project was previously programmed. Mr. Waszczuk stated that it was previously programmed for 2006. Mr. Arcieri asked if there would be another phase to the south. *(Subsequent to the meeting it was noted that there are several bike/pedestrian projects in the program to the south along NH 108.)*

Drew Kiefaber (Resident) expressed his belief that NH 108 is unsafe for cyclists and supports the project and the left turn lane at Durham Point Road.

Ann Marie Kane (Seacoast Area Bicycle Routes) expressed support for the project and would like to see the project expedited.

Krystina Arrain (Granite State Wheelmen) asked where the accident hot spots are. It was noted that the Durham Point Road and Bennett Road intersections have had the most accidents. Ms. Arrain supports the project but is concerned with conflicts of cyclists and vehicles taking right turns at intersections.

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Katelyn West asked if bike signing or pavement markings would be used. Mr. Waszczuk responded that the Department typically does not use special signing or markings for bicyclists. Bikers are allowed on all State highways.

Arlon Chaffee stated that he is a bicycle commuter who supports the project and would like to see the schedule advanced.

Russell Pope spoke in favor of the project and would like to see more bike routes developed Statewide.

Subsequently to the meeting approximately 12 emails were received by the Department with comments relating to the Public Informational meetings. In general, all supported the need for the project, feeling it would improve safety. Many requested expediting the schedule. Some commented about controlling vehicle speeds through the corridor. The emails will be placed on file.

Cc: J. Brillhart
C. Waszczuk
B. Oldenburg
J. Butler
K. Nyhan
T. Jameson
M. Burlage (District 6)
Rizzo Associates, Inc.
Durham Town Council
Newmarket Town Council

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MEETING SIGN-UP SHEET

PROJECT Durham - Newmarket
LOCATION _____
PROJECT NO. 13080
Federal _____ State _____

Name	Agency	Comments
Margaret Boyle	Durham citizen	In favor of this project.
A. Finn Boyle	Durham voter	Bike lanes needed on every major artery!
John Kraus	Town Council	Need for Speed control
Nancy Sandberg		
Andrea Ford	Town Council	
Stephen Burns	Durham citizen	106 consultant (HRC) keep it small.
Crawford Mills	20 Newmarket Rd 22 Newmarket Rd Durham H.D.C.	Keep it small and slow 30 mph to Laurel Lane!
Emily Fischer	Dover citizen	Keep bike lanes along entire project, esp. at intersections.
Peter Girard	Dover Bike Commuter!	- Bike lanes should be marked in order to alert motorists and improve safety.
Brian Keegan	Dover Bike Commuter	NO Car Capacity Enhancement!!
Anda Pilav	Durham citizen	
Frank L. Pilar	Durham citizen	Badly needed project
PAUL PANISH	Barrington, Cy Just	Good Papers!
MARGUERITE Mathews	288 Newmarket Rd	There are no Houses across the street yet your project is impinging on our property. We are close to the road already.
Robert Tucker	You will subject us to unlivable conditions. Please look at the opposite side of the road for increasing the width.	If you blast through the ledge that protects us from the road,

Sheet of

Date

3/23/04

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MEETING SIGN-UP SHEET

PROJECT _____

LOCATION _____

PROJECT NO. _____

Federal _____

State _____

Name	Agency	Comments
Suzanne McDonald		
ROSS COUTURE	7 ELLISON LN	DURHAM
Cliff Brown	5 Meade Ln	Durham
DAVID GLISTA	28 ROSS RD	DURHAM
SCOTT BOGHE	SEACREST MPO	
MIKE BURLAGE	NH DOT DIST 6	
Sam Pollard	16 Shearwater	DURHAM
Jerry Needell	36 Bagdad Rd	Durham
Tom Richardson	11 Littlehale Rd.	Durham
MIKE JUTKA	98 Newmarket Rd	Durham
Marie Polk	47 Newmarket Rd	Durham
Ruth H. Griffin	Executive Counsel	
Michael LYNCH	DIRECTOR OF Public Works	Durham
Jack & PATRICIA PALMER	103 NEWMARKET RD, DURHAM	
Anthony Capobianco	SRPC	
Bill Sullivan	51 NEWMARKET RD Durham	
Naida Kaen	N.H. State Representative	Lee, Durham & Medbury
Kathy Caines	97 Newmarket Rd Durham	
Emilia Rous	NH State Rep - Adams H. Rd.	Don't add ^{south} turning lane at Dark Pt. Rd. - verify utilities?

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Date

3/23/04

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MEETING SIGN-UP SHEET

PROJECT _____
LOCATION _____
PROJECT NO. _____
Federal _____ State _____

Name	Agency	Comments
Tony Federer Ed Larkin Wm R Woodward	15 Oyster River Rd Bike commuter 76 Madbury Rd, Durham	do it as soon as possible Durham bike commuter
Charles Blitzer 61 Conney rd Durham	Orthopedic Surgeon Cyclist	Shoulder extremely important to enhance safety - excellent presentation
John A Brannigan	SABR-Seacoast Area Bike Routes - cyclist -	It is imperative that this project is pushed along. It is long overdue and has been been proposed for a long time. Thank you for an excellent presentation
Cameron Wake	Seacoast Area Bicycle Routes (SABR)	1. critical project long overdue 2. 2009 is too long to wait for this project. It needs to be pushed up to 2005 or 2006. 3. Cost is much too high for a TE project.
TIM ROACHE	STRAFFORD REGIONAL PLANNING COMMISSION	THIS PROJECT IS CONSISTENT W/ SEACOAST MPO PLAN, NEED TO EDUCATE PUBLIC ON THE IDEA THAT THIS IS PART OF A ROUTE (NETWORK OF ROUTES)

Sheet of

Date 3/23/04

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Name	Agency	Comments
Jeff Paquette	Homeowner 41 Ross Durham, NH.	Get this done ASAP

Date _____

3/23/04

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MEETING SIGN-UP SHEET

PROJECT Durham - Newmarket
 LOCATION _____
 PROJECT NO. 13080
 Federal _____ State _____

Name	Agency	Comments
Nancy Unterstater	Resident	Nancy
Dave LeGault	Resident	
Michael Goudreau	resident	Nancy
DICK POLLOCK	GRANITE STATE WHEELMEN	IN FAVOR OF SOUNDS GREAT
TOM ARRAIN	GRANITE STATE WHEELMAN	IN FAVOR OF PROJECT
*KRISTINA DEREN ARRAIN	GRANITE STATE WHEELMEN AND EAST COAST GREENWAY	- IN FAVOR OF PROJECT
BOB BRYAN	CONCERNED BICYCLIST	FAVOR THIS PROJECT
Yvonne Bryan	concerned bicyclist (Dover resident)	favor this project
Russell Pope	Resident	Yes, IN FAVOR OF BIKE LANE
Natalie Stoll	cyclist	in favor
Katelyn West	UNH cycling	definitely in favor of wider shoulders
Ryan Kelly	UNH cycling	Sounds great for cyclists and the environment
Arion Chaffee	Resident / NCOC / Cyclist	- Great job w/ bike lanes, speeds, traffic mitigation
CLIFF CHASE	RESIDENT	IN FAVOR, IT WILL BE HARD TO WAIT UNTIL 2009!
Drew Kiefaber	Resident & Cyclist	In Favor, I commute between Newmarket & Durham to work in Summer
Rachel Thiet	Resident & Cyclist	In favor of project - I commute & use I-93 all the time
Timothy Young	Resident, cyclist, bike commuter	→ definitely in favor of safer roadways for cars & cyclists
Scott Pallaire	Resident, cyclist, bike commuter	favor this project!
Deanna Wood	Resident, walker	Definitely in favor - way overdue!

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Date 3/24/04

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MEETING SIGN-UP SHEET

PROJECT _____
 LOCATION _____
 PROJECT NO. _____

Federal _____ State _____

Name	Agency	Comments
Brian Keegan	Recreational/Committee cyclist	
Corey Piscopo	Dover Resident, work in Exeter.	Much needed to give Seacoast residents alternative modes of transportation.
Michael Gault	Durham/Madbury resident cyclist	We don't need 4 feet.
Elizabeth Fowler	Newmarket resident - commuter cyclist to Durham	
REG DENNIS ABBOTT	NKT RESIDENT	
Bill Arcieri	NKT Resident/Planning Board Chair	Full support of Project
Brian Hart	Rockingham Land 14 Center St. Trust Exeter NH 03833	full support - do it as soon as possible
AL Dixon	TOWN OF Newmarket 186 MAIN ST.	Strongly support
Dana Glenne	3 Lincoln Ave.	Full Support
Mike Fowell	DURHAM BIKE	" "
ANN MARIE KANE	SEACOAST AREA BICYCLE ROUTES	SUPPORT; PLEASE EXPEDITE - LONG WISH

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Date

3/24/04